

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE K		PAGE OF PAGES 1 4	
2. AMENDMENT/MODIFICATION NO. 0001		3. EFFECTIVE DATE See Blk. 16C		4. REQUISITION/PURCHASE REQ. NO.	
5. PROJECT NO. (If applicable)		6. ISSUED BY DEFENSE ENERGY SUPPORT CENTER, ROOM 2954 8725 JOHN J. KINGMAN ROAD, SUITE 4950 FT. BELVOIR, VA 22060-6222 BUYER/SYMBOL -LYNDA BROWN/DESC-BZD PHONE - (703) 767-9295 P.P. 1.1h and 1.1c		7. ADMINISTERED BY (If other than Item 6) CODE SC0600	
8. NAME AND ADDRESS OF CONTRACTOR (NO., street, city, county, State, and ZIP Code)			X	9a. AMENDMENT OF SOLICITATION NO. SP0600-04-R-0033-0001	
				9b. DATED (SEE ITEM 11) MAY 21, 2004	
				10a. MODIFICATION OF CONTRACT/ORDER NO.	
				10b. DATED (SEE ITEM 13)	
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<p>[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [X] is extended, [] is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning ____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p>					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
14. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
14. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10a.					
14. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor [X] is not, [] is required to sign this document and return ____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible..) <p style="text-align: center;">PLEASE SEE ATTACHED.</p>					
Except as provided herein, all terms and conditions of the document referenced in Item 9a. or 10a., as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME OF CONTRACTING OFFICER CLAUDIA W. STITES		
15B. NAME OF CONTRACTOR/OFFEROR BY _____ (Signature of person authorized to sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	
				16C. DATE SIGNED	

SF30

1. Reference page 2 of SP0600-04-R-0033-0001. Line Item 0225 is reduced by 29,190,000 USG from 87,990,000 USG to 58,800,000 USG as follows :

Item	Location/Activity	Method Of Delivery	Estimated Quantity (USG)	Base Unit Price (USD/USG) Effective November 24, 2003
0225	DFSP Athens	TK/PL	58,800,000	

2. Clause C16.64-1, Turbine Fuel, Aviation (JP8) (Atl/Eur/Med) (DESC MAR 2004) is replaced by C16.64-1, **Turbine Fuel, Aviation (JP8) (Atl/Eur/Med) (DESC AUG 2004)**, which appears on page 3 of this amendment.
3. Tentative negotiation closing and receipt of Final Proposal Revision is extended to August 17, 2004.

C16.64-1 TURBINE FUEL, AVIATION (JP8) (ATL/EUR/MED) (DESC AUG 2004)

- (a) For United Kingdom locations, product must conform to Defence Standard 91-91/Issue 4 (DERD 2494), dated June 14, 2002.
(b) For all other locations, Aviation Turbine Fuel shall conform to MIL-DTL-83133E, dated April 1, 1999, modified as follows:

(1) Copper content by IP 225 shall be limited to 150 micrograms/kg maximum. This requirement is waived if fuel is not processed by copper sweetening.

(2) **MERCAPTAN SULFUR REQUIREMENT.** A mercaptan sulfur of 0.0030 maximum mass percent is allowed for shipments into the Central European Pipeline System (CEPS) only.

(3) **ADDITIVE REQUIREMENTS.**

(i) Metal deactivator additive shall not be used in JP8 unless the supplier has obtained written consent from the Procuring Activity. If written approval has been granted, a metal deactivator, N,N disalicylidene-1,2-propanediamine, may be blended into the fuel in an amount not to exceed 5.7 mg active ingredient per liter of fuel.

(ii) Corrosion inhibitor/lubricity improver (CI/LI) is not required/permitted unless stated otherwise in the Schedule. When required, the following CI/LI additives shall be added at the appropriate concentration listed below:

<u>INHIBITOR</u>	<u>CONCENTRATION, GRAMS PER CUBIC METER</u>
Apollo PRI-19	18-22.5
Octel DCI-4A	9-22.5
Hitec 580	15-22.5
Nalco 5403	12-22.5
TOLAD 4410	9-22.5

For deliveries to La Spezia, Italy, the corrosion inhibitor (CI) shall be 3.5 g/m³ above the minimum effective concentration identified in QPL-25017-20, dated May 31, 2004, for any of the approved corrosion inhibitors.

(iii) Immediately after processing, antioxidant shall be added to hydrogen treated fuels. Antioxidants listed in paragraph 3.3.1.1 of MIL-DTL-83133E, dated April 1, 1999, are acceptable at a concentration of not less than 17.2 mg and not more than 24.0 mg of active ingredient per liter of fuel (6.0 to 8.4 lb/1,000 barrels). For JP8 containing hydrogen treated blendstocks, the following applies: Where a finished fuel consists of a blend of hydrogen treated and nonhydrogen treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-83133E, dated April 1, 1999, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases, the proportion of the blend that has been hydrogen treated shall be reported.

(iv) For deliveries to the following locations, Fuel System Icing Inhibitor (FSII) is required:

- (A) Lajes Field, Azores.
- (B) Thule AB, Greenland.
- (C) Truck deliveries to Gioia del Colle, Italy, and Aviano Airbase, Italy.

When required, FSII shall conform to MIL-DTL-85470B, dated June 15, 1999, at a concentration of 0.10 to 0.15 volume percent, unless otherwise stated in the Schedule.

(v) The requirement for static dissipator additive (SDA) (see MIL-DTL-83133E, dated April 1, 1999, paragraph 3.3.3 and fuel electrical conductivity requirement in Table I) is deleted unless stated otherwise in the Schedule. The new formulation of STADIS 450 (active ingredient dinonynaphthylsulfonic acid (DINNSA)) shall be used when SDA is required.

(4) **MICRO SEPAROMETER (MSEP) RATING LIMITS.**

(i) Refer to MIL-DTL-83133E, dated April 1, 1999.

(ii) Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces FSII and/or CI after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

(iii) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a handblend containing jet fuel, FSII, CI, and AO (AO only if required). The MSEP result of this handblend is a REPORT ONLY requirement, and shall be recorded on the DD Form 250-1 and on the Standard Report Form (see Attachment ____) as item number 750X. This result shall be recorded with an asterisk next to it, and with a footnote below, stating "MSEP result is a REPORT ONLY requirement." Original result of _____ on product containing the following additives applies:

(c) **LINE INJECTION OF ADDITIVES** (applies to product conforming with the specifications of (a) or (b) above). Line injection of FSII, CI, and SDA from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(1) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(2) When FSII is required, additive concentration (refer to MIL-DTL-83133E, dated April 1, 1999, specification for test methods permitted) must be verified based on a representative shipment sample(s).

(3) Conformance to specification requirement at the custody transfer point is required, however, prior to shipment, a laboratory handblend of jet fuel with all additives required by this contract shall be tested to verify compliance with the required specifications (MSEP analysis shall be performed per Contractor's election in subparagraph (a)(5) above). The MSEP result on this handblend is a REPORT ONLY requirement and shall be recorded as item 750X, both on the Standardized Test Report Form (see Attachment _____) and on the DD Form 250-1. A footnote in the Standard Test Report Format will list the additives contained in the 750X sample.

(d) **TESTING** (applies to product conforming with the specifications of paragraph (b) above).

(1) **PARTICULATE CONTAMINATION (PC) TESTING AND FILTRATION TIME (FT) TESTING.**

(i) **PC/FT TESTING.** A minimum sample size of four liters shall be filtered. Use of two membrane filters (a test membrane filter and a control membrane filter) is not required. Use of a single filter is acceptable.

(ii) **FT TESTING.** Round upwards when reporting the filtration time in minutes. For example, an filtration time of 10 minutes, 18 seconds, would be reported as 11 minutes.

(2) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241, shall be performed according to either option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements MIL-DTL-83133E, dated April 1, 1999, an additional JFTOT test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit) . Shipments will not be delayed pending results of this additional JFTOT test.

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit) in lieu of the normal 260 degrees Celsius (500 degrees Fahrenheit). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260 degrees Celsius (500 degrees Fahrenheit). If both tests are performed, the results of the test at 260 degrees Celsius (500 degrees Fahrenheit) will be the basis for acceptance or rejection of the fuel.

(iii) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. When completing the Standardized Test Report Form, the results obtained at 260 degrees Celsius shall be reported using series "B" for item numbers 601, 602 and 603. If a different temperature is used, use series "A" to report the results and item 604 to report the test temperature.

(e) **TEST CONDITIONS AND REPORTS.**

(1) **EXISTENT GUM.** The preferred vaporizing medium for aviation turbine fuel is steam, however, the existent gum test may be performed using air as the vaporizing medium at the following operating temperatures: Bath: 232 to 246 degrees Celsius; Test well: 229 to 235 degrees Celsius.

(2) **REPORTS.**

(i) Refer to the MATERIAL INSPECTION AND RECEIVING REPORT clause for additional reporting requirements.

(ii) The DD Form 250-1 for marine shipments shall cite the type, name, and amount of additives added to the fuel.

(DESC 52.246-9FNQ)